

Most of the projected capacity deficiencies occur on the major radials leading into town. US 13, NC 42, Catherine Creek Road, and NC 561 are expected to be near or exceed their safe, practical traffic carrying capabilities during this planning period. The other source of capacity deficient areas is the US 13 corridor through town. The deficient areas on Memorial Drive and Academy Street are a result of the through traffic from US 13 joining the local traffic on these streets.

The radial nature of many of the projected deficiencies stem from the "hub" nature of the Town. Much of the traffic in the Ahoskie area is generated by its function as a regional commercial center for southern Hertford and northern Bertie Counties. This pattern also indicates a general system deficiency where virtually all travel through the region must enter the Town of Ahoskie by way of one radial and leave by another. The one recent major new roadway constructed, the NC 11 Bypass, addressed a portion of this deficiency. Still other bypasses or loops will probably be needed in the future.

Traffic Accidents

Due to the gentle topography and the generally good design of most major intersections within the Ahoskie area, there have been no intersections averaging as many as ten accidents per year for the last five years. The intersection with the most accidents in the five year period 1980 through 1984, Memorial Drive and Catherine Creek Road, received major improvements in 1984 which should improve its safety. Listed below in Table 7 are those intersections which reported 15 or more accidents in the five year period from 1980 to 1984.

TABLE 7

Ahoskie Area Frequent Accident Locations

<u>Intersection</u>	<u>Total Accidents</u>	<u>Severity Index</u>
Memorial Dr.-Catherine Creek Rd.	37	8.57
Academy St.-Church St.	21	12.17
Memorial Dr.-Godwin St.	19	8.62
Memorial Dr.-Brown St.	17	10.03
First St.-Rhue St.	16	15.66
Memorial Dr.-Academy St.	16	10.05
Main St.-Rhue St.	15	7.03
First St.-Maple St.	15	4.62